

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

**FILE** P.I. # 0013887

**OFFICE** Design Policy & Support

Elbert County

**DATE** 03/13/2018

GDOT District 1 - Gainesville

Bridge Replacement - SR77 @ Falling

Creek 6.1 miles south of Elberton

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Hiral Patel, Director of Engineering

Joe Carpenter, Director of P3

Albert Shelby, Director of Program Delivery

Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator

Kim Nesbitt, Program Delivery Administrator

Bobby Hilliard, Program Control Administrator

Cindy VanDyke, State Transportation Planning Administrator

Eric Duff, State Environmental Administrator

Bill DuVall, State Bridge Engineer

Andrew Heath, State Traffic Engineer

Angela Robinson, Financial Management Administrator

Lisa Myers, State Project Review Engineer

Monica Flournoy, State Materials Engineer

Patrick Allen, State Utilities Engineer

Paul Tanner, State Transportation Data Administrator

Attn: Systems & Classification Branch

Benny Walden, Statewide Location Bureau Chief

Brent Cook, District Engineer

Brandon Kirby, District Preconstruction Engineer

Robbie Oliver, District Utilities Manager

Jeff Henry, Project Manager

BOARD MEMBER - 9th Congressional District

Project Type:	<u>Bridge Replacement</u>	P.I. Number:	<u>0013887</u>
GDOT District:	<u>1</u>	County:	<u>Elbert</u>
Federal Route Number:	<u>N/A</u>	State Route Number:	<u>SR 77</u>
Project Number:		N/A	

*Jim Simpson - Office of Design Policy and Support*

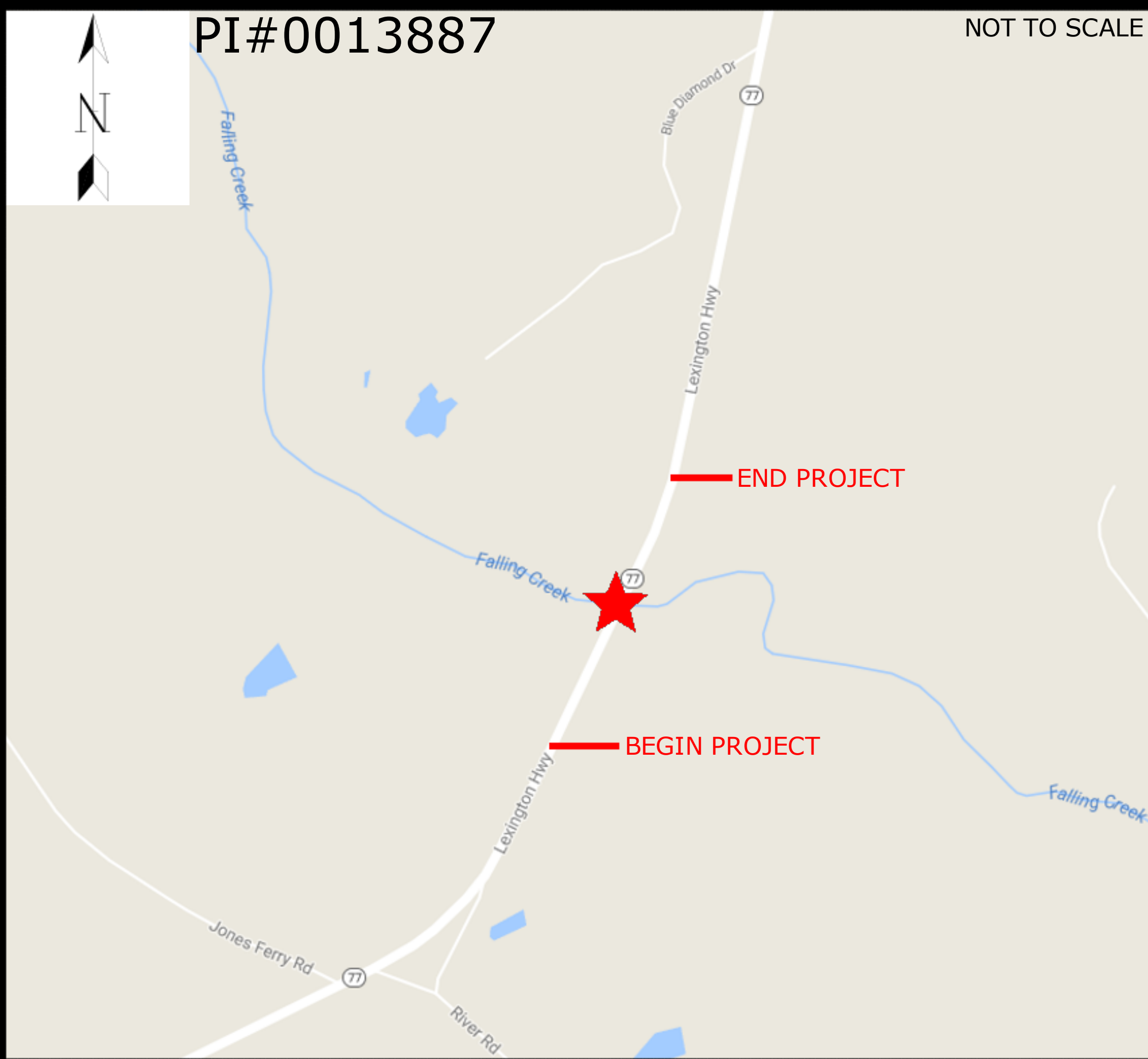


**ELBERT COUNTY**



**PI#0013887**

NOT TO SCALE



## PLANNING & BACKGROUND DATA

**Project Justification Statement:** Prepared by: The GDOT Office of Bridge Design: The bridge on SR 77 over Falling Creek, Structure ID 105-0008-0, was built in 1948. This bridge consists of three (3) spans of steel beams on concrete caps with concrete columns. The bridge was designed using an H-15 vehicle, which is below current design standards. The overall condition of this bridge would be classified as fair. The deck is in fair condition with moderate cracking, heavy scaling, and large areas of delamination in the deck along with failing edge beams. The superstructure and substructure are in satisfactory condition. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the bridge currently having weight restrictions, the structural integrity of the bridge pertaining to the design vehicle, the unknown foundation in the substructure, replacement of this 69-year-old bridge is recommended.

**Existing conditions:** The project is located at the bridge that spans over Falling Creek along SR 77. SR 77 is classified as a 2-lane rural minor arterial roadway with a posted speed limit 55-mph and connects Elberton and Lexington.

**Other projects in the area:** N/A

**MPO:** N/A - not in an MPO

**TIP #:** N/A

**Congressional District(s):** 9

**Federal Oversight:** ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other

**Projected Traffic:** AADT 24 HR T: 17.0%  
Current Year (2017): 1100 Open Year (2021): 1150 Design Year (2041): 1550  
Traffic Projections Performed by: Gresham Smith and Partners  
Date approved by the GDOT Office of Planning: 10/26/2017

**Functional Classification (Mainline):** Rural Minor Arterial

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**

Warrants met: ☒ None ☐ Bicycle ☐ Pedestrian ☐ Transit

**Pavement Evaluation and Recommendations**

Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes  
Initial Pavement Type Selection Report Required? ☒ No ☐ Yes  
Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC



## DESIGN AND STRUCTURAL

**Description of Proposed Project:** This project, P.I. 0013887, would begin on SR 77 north of River Road and upon reaching Falling Creek, a new bridge would be constructed to the east to replace the structurally deficient existing bridge. The project would then continue north and merge with the existing alignment south of Wyche Circle. The proposed typical section for the alignment would consist of a 2-lane rural roadway, 12-ft. travel lanes with 10-ft. shoulders (4-ft. paved) on each side. The proposed bridge would consist of a 2-lane section with 12-ft. travel lanes and 6-ft. shoulders. The total length of this project would be 0.4-miles. The right-of-way (ROW) is anticipated to be vary from 80-ft. to 100-ft. The local government advises not closing the bridge during construction because of the high impacts to emergency services, school bus routes, and the traveling public at large.

**Accelerated Bridge Construction (ABC):** The preferred alternate for this bridge replacement is to construct the new parallel bridge east of the existing alignment. The alternate will not require any road/bridge closure and traffic will be maintained throughout the entirety of the project. The anticipated construction duration is 15 months. Since traffic volume is light and traffic will be maintained during the entirety of the project, the extra cost of ABC will not benefit this project.

### Major Structures:

Structure ID	Existing	Proposed
105-0008-0	Bridge at SR 77 over Falling Creek; 141' x 30', 3-Span	New bridge over Falling Creek; 150' x 39'-3", 3-Span

### Mainline Design Features: SR 77

Feature	Existing	Policy	Proposed
<b>Typical Section</b>			
- Number of Lanes	2		2
- Lane Width(s)	12'	11'-12'	12'
- Median Width & Type	None	None	None
- Outside Shoulder Width	Varies	8'-10'	10'
- Outside Shoulder Slope	Varies	6%	6%
- Inside Shoulder Width	None	None	None
- Sidewalks	None	None	None
- Auxiliary Lanes	None		None
- Bike Accommodations	None	None	None
Posted Speed	55 mph		55 mph
Design Speed	55 mph	55 mph	55 mph
Minimum Horizontal Curve Radius		960'	2910'
Maximum Superelevation Rate		8%	4.4%
Maximum Grade		5%	5%
Access Control	By Permit	By Permit	By Permit
Design Vehicle		≥ SU	WB-67
Pavement Type	HMA	HMA	HMA

Is the project located on a NHS roadway? ☒ No ☐ Yes

**Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:**

- None

**Design Variances to GDOT Standard Criteria anticipated:**

- None

**Lighting required:** ☒ No ☐ Yes

**Off-site Detours Anticipated:** ☒ No ☐ Undetermined ☐ Yes

**Transportation Management Plan [TMP] Required:** ☐ No ☒ Yes  
If Yes: Project classified as: ☒ Non-Significant ☐ Significant  
TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

## INTERCHANGES AND INTERSECTIONS

**Major Interchanges/Intersections:** None

**Intersection Control Evaluation (ICE) Required:** ☒ No ☐ Yes  
**Roundabout Peer Review Required:** ☒ No ☐ Yes ☐ Completed – Date:

## UTILITY AND PROPERTY

**Railroad Involvement:** None

**Utility Involvements:** Comcast CATV, Rayle EMC, Windstream Telephone

**SUE Required:** ☒ No ☐ Yes

**Public Interest Determination Policy and Procedure recommended?** ☒ No ☐ Yes

**Right-of-Way:** Existing width: 80ft. Proposed width: Varies (80-135ft)  
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined  
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☒ Utility ☐ Other

Anticipated total number of impacted parcels: 4  
Displacements anticipated: Businesses: 0  
Residences: 0  
Other: 0  
Total Displacements: 0

**Impacts to USACE property anticipated?** ☒ No ☐ Yes ☐ Undetermined

## CONTEXT SENSITIVE SOLUTIONS

**Issues of Concern:** None

**Context Sensitive Solutions Proposed:** N/A

## ENVIRONMENTAL AND PERMITS

### Anticipated Environmental Document:

**NEPA:** ☐ PCE ☒ CE ☐ EA-FONSI  
**GEPA:** ☐ Type A ☐ Type B ☐ None

### Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

### Water Quality Requirements:

**MS4 Compliance – Is the project located in an MS4 area?** ☒ No ☐ Yes

**Is Non-MS4 water quality mitigation anticipated?** ☒ No ☐ Yes

### Environmental Permits, Variances, Commitments, and Coordination anticipated:

Permit/Variance/Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/NPS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. 33 USC 408 Decision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	107.23H
13. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	USFWS,GA DNR,Georgia SHPO

### NEPA/GEPA Comments & Information:

**NEPA:** The anticipated environmental document for the proposed project is a Categorical Exclusion. No Section 4(f) evaluation is anticipated.

**Ecology:** An Ecology report has not been prepared. Field surveys identified 2 Perennial Streams, 1 Intermittent Stream, 2 Ephemeral Channels, and 2 Wetlands within the survey area. There is potential for the Northern Long Eared Bat and its presence will be assumed based on suitable habitat, therefore no surveys would be required. The presence of Lean crayfish and the Broad River burrowing crayfish will also be assumed based on suitable habitat, and no surveys would be required due to the surveys for these species being too intrusive. There is suitable habitat for the Oglethorpe Oak and survey is recommended during the summer when leaves are present.

**History:** A History report has not yet been prepared. However, preliminary survey identified one potentially eligible historic resource west of the proposed project. The bridge itself is not historic. It is possible that the preferred alternative would impact the potentially eligible resource.

**Archaeology:** An archaeology report has not been prepared.

**Air Quality:**

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes  
Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

**Noise:** Noise studies have not been prepared. A Type III assessment is anticipated.

**Public Involvement:** No public involvement has taken place or is anticipated. However, a public detour open house would be necessary in the event of an off-site detour.

## COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

**Project Meetings:**

- Progress Team Meeting – 10/6/2017
- Concept Team Meeting – 12/7/2017

**Other coordination to date:**

Project Activity	Party Responsible for Performing Task(s)
Concept Development	American Engineers, Inc.
Design	American Engineers, Inc.
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Atkins North America, Inc. Edwards-Pitman Environmental, Inc. Ecological Solutions, Inc.
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

**Project Cost Estimate and Funding Responsibilities:**

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	Federal & State Funds	Federal & State Funds	Federal & State Funds	Federal & State Funds	Federal & State Funds	
\$ Amount	\$500,000	\$0	\$162,000	\$110,000	\$2,815,945	\$3,587,945
Date of Estimate	8/7/2017	10/27/2017	12/13/2017	10/11/2017	1/10/2018	

\*CST Cost includes: Construction, 10% Contingencies, and Construction Engineering and Inspection.

## ALTERNATIVES DISCUSSION

<b>Preferred Alternative:</b> The preferred alternative is to realign SR 77 to the east of the existing alignment and construct a new permanent bridge. The new SR 77 alignment will consist of a new 2-lane rural roadway, 12-ft. travel lanes, a 10-ft shoulder on each side, and a new permanent 3-span bridge. The total length of this new alignment is 0.4-miles.			
<b>Estimated Property Impacts:</b>	<b>4</b>	<b>Estimated Total Cost:</b>	<b>\$3,587,945</b>
<b>Estimated ROW Cost:</b>	<b>\$162,000</b>	<b>Estimated CST Time:</b>	<b>15-months</b>
<b>Rationale:</b> This alternative was selected due to early detour letter responses indicating concern with a road closure of SR 77 due to it being a major route for employment traffic into and out of Elbert County. Also, this route has a large amount of logging and granite truck traffic and two school bus routes that would be affected by the closure of SR 77.			

<b>No-Build Alternative:</b> No Improvements.			
<b>Estimated Property Impacts:</b>	<b>0</b>	<b>Estimated Total Cost:</b>	<b>\$0</b>
<b>Estimated ROW Cost:</b>	<b>\$0</b>	<b>Estimated CST Time:</b>	<b>0-months</b>
<b>Rationale:</b> The alternative would not address the condition of the existing bridge.			

<b>Alternative 1:</b> This alternative is to construct a temporary onsite detour bridge with alignment slightly to the east of SR 77 in order to avoid a road closure. The new permanent bridge would then be constructed on the existing SR 77 alignment after the detour bridge is opened. The reconstructed section of SR 77 will consist of a new 2-lane rural roadway, 12-ft. travel lanes, a 10-ft shoulder on each side, and a new permanent 3-span bridge. The total length of this new section is 0.4-miles.			
<b>Estimated Property Impacts:</b>	<b>7</b>	<b>Estimated Total Cost:</b>	<b>\$4,230,024</b>
<b>Estimated ROW Cost:</b>	<b>\$250,000</b>	<b>Estimated CST Time:</b>	<b>15-months</b>
<b>Rationale:</b> This alternative was not selected as a detour bridge would generate additional cost compared to a realignment of this segment of SR 77. Realignment would require one bridge to be constructed while this alternative would require the removal of the existing bridge, construction of a temporary bridge and the construction of the permanent bridge.			



<b>Alternative 2:</b> This alternative is to realign SR 77 to the west of the existing alignment and construct a new permanent bridge in order to avoid a road closure. The new alignment will diverge from the existing alignment north of River Road and merge with the existing alignment south of Wyche Circle. The new SR 77 alignment will consist of a new 2-lane rural roadway, 12-ft. travel lanes, a 10-ft shoulder on each side, and a new permanent 3-span bridge. The total length of this new alignment is 0.5-miles.			
<b>Estimated Property Impacts:</b>	<b>8</b>	<b>Estimated Total Cost:</b>	<b>\$3,913,822</b>
<b>Estimated ROW Cost:</b>	<b>\$250,000</b>	<b>Estimated CST Time:</b>	<b>15-months</b>
<b>Rationale:</b> This alternative was not selected due to the impacts to a historical property on the west side of SR 77 at the bridge.			

<b>Alternative 3:</b> This alternative is to replace the existing bridge with a new permanent bridge on the existing alignment. A section of SR 77 will be reconstructed from north of River Road to south of Wyche Circle in order to tie the new bridge into the existing alignment. The total length of this alternative is roughly 0.2-miles. This alternative would involve an off-site detour. The off-site detour will result in an additional 8.3 travel miles. Local traffic would have the option to use local roads.			
<b>Estimated Property Impacts:</b>	<b>4</b>	<b>Estimated Total Cost:</b>	<b>\$2,954,611</b>
<b>Estimated ROW Cost:</b>	<b>\$100,000</b>	<b>Estimated CST Time:</b>	<b>15-months</b>
<b>Rationale:</b> This alternative was not selected due to this route having a large amount of logging and granite truck traffic that would be adversely affected by the closure of SR 77. A closure would further affect two school bus routes and the local government indicates that emergency services would be highly impacted from the road closure.			

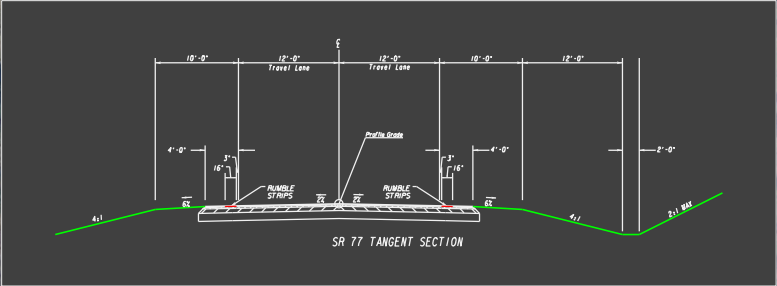
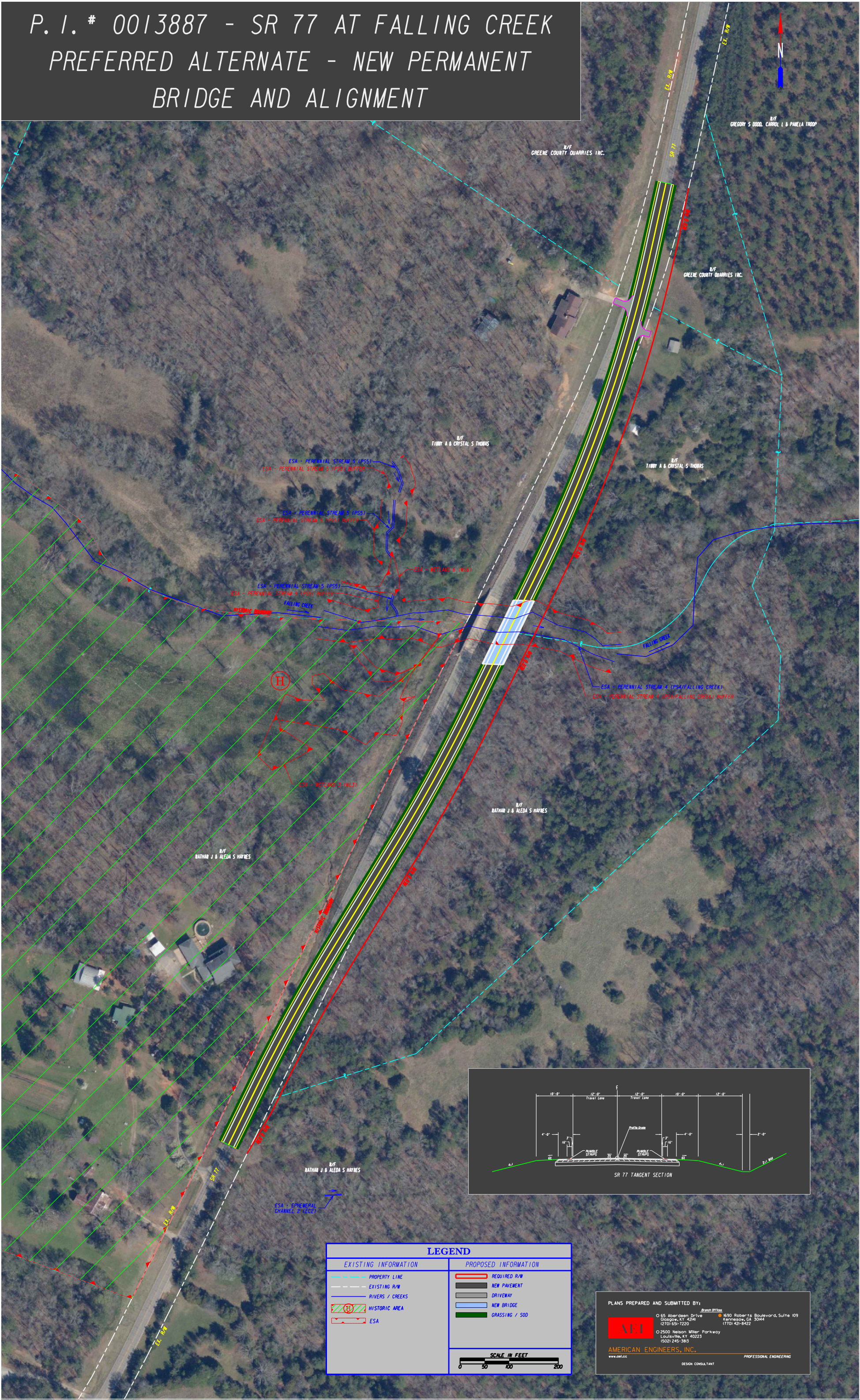
**Additional Comments/ Information:**

**LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Concept Layouts
2. Typical Sections
3. Costs
4. Traffic Projections
5. Detour Maps
6. Meeting Minutes
7. Bridge Inventory Data Sheets



P. I. # 0013887 - SR 77 AT FALLING CREEK  
PREFERRED ALTERNATE - NEW PERMANENT  
BRIDGE AND ALIGNMENT



LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
PROPERTY LINE	REQUIRED R/W
EXISTING R/W	NEW PAVEMENT
RIVERS / CREEKS	DRIVEWAY
HISTORIC AREA	NEW BRIDGE
ESA	GRASSING / SOD

PLANS PREPARED AND SUBMITTED BY:

**AEA**

65 Aberdeen Drive  
Cincinnati, KY 45241  
(513) 621-1220

2500 Nelson Miller Parkway  
Louisville, KY 40223  
(502) 245-3813

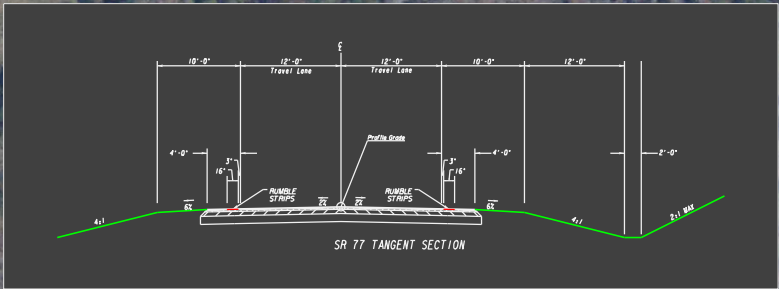
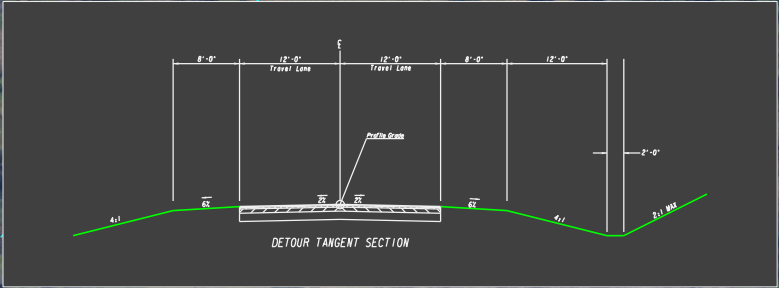
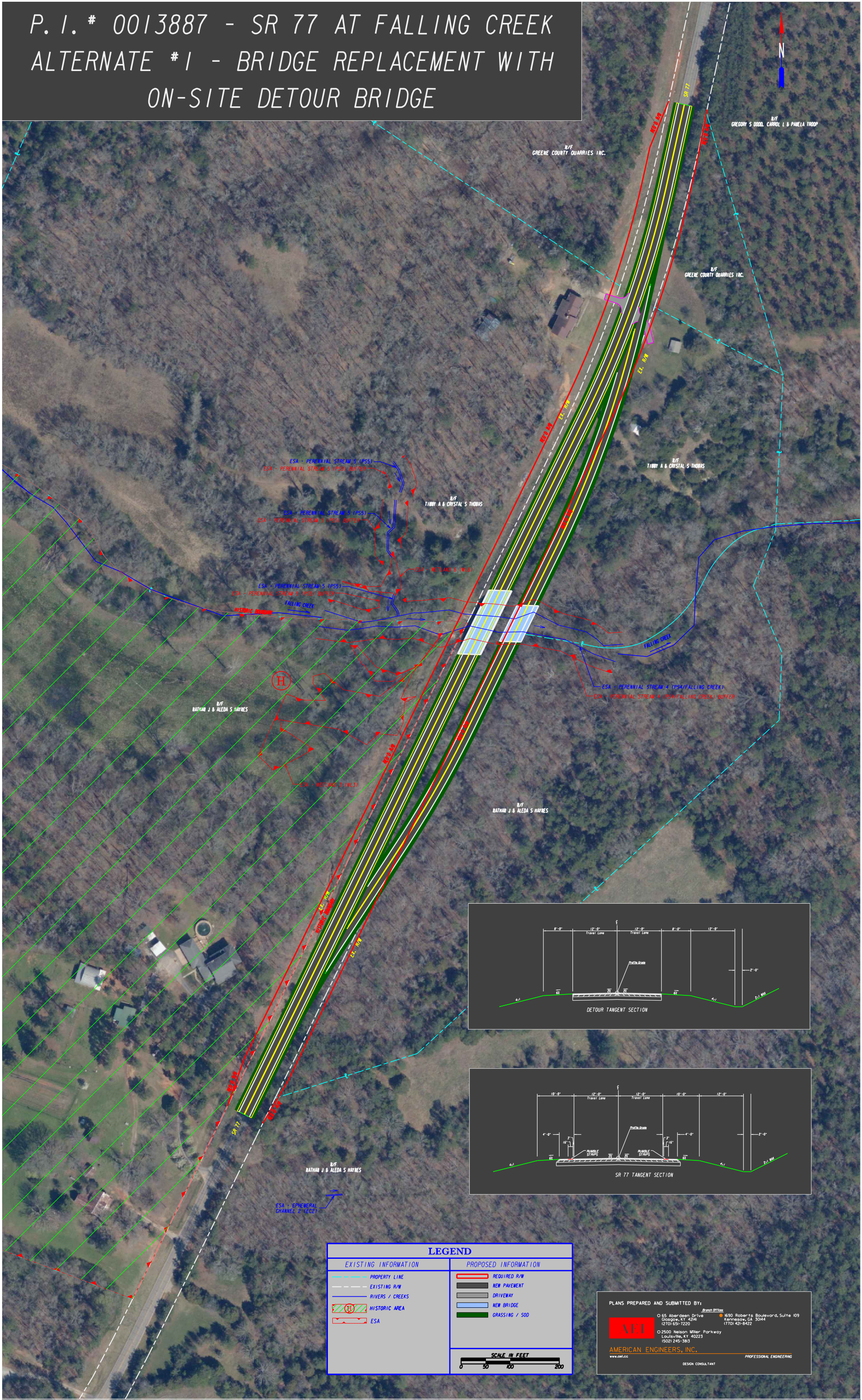
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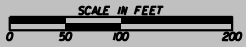
PROFESSIONAL ENGINEERING



P. I. # 0013887 - SR 77 AT FALLING CREEK  
ALTERNATE #1 - BRIDGE REPLACEMENT WITH  
ON-SITE DETOUR BRIDGE



LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
PROPERTY LINE	REQUIRED R/W
EXISTING R/W	NEW PAVEMENT
RIVERS / CREEKS	DRIVEWAY
HISTORIC AREA	NEW BRIDGE
ESA	GRASSING / SOD



PLANS PREPARED AND SUBMITTED BY:

**AMERICAN ENGINEERS, INC.**  
www.aeloc.com

DESIGN CONSULTANT

PROFESSIONAL ENGINEERING

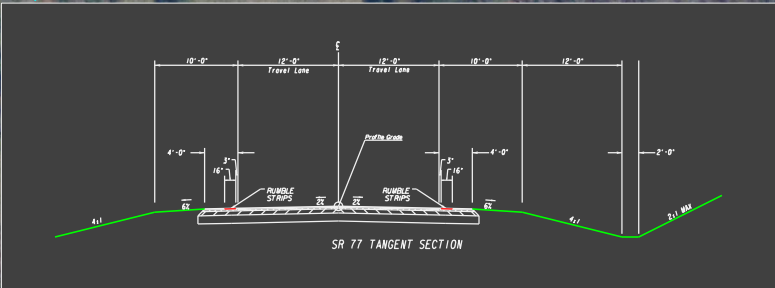
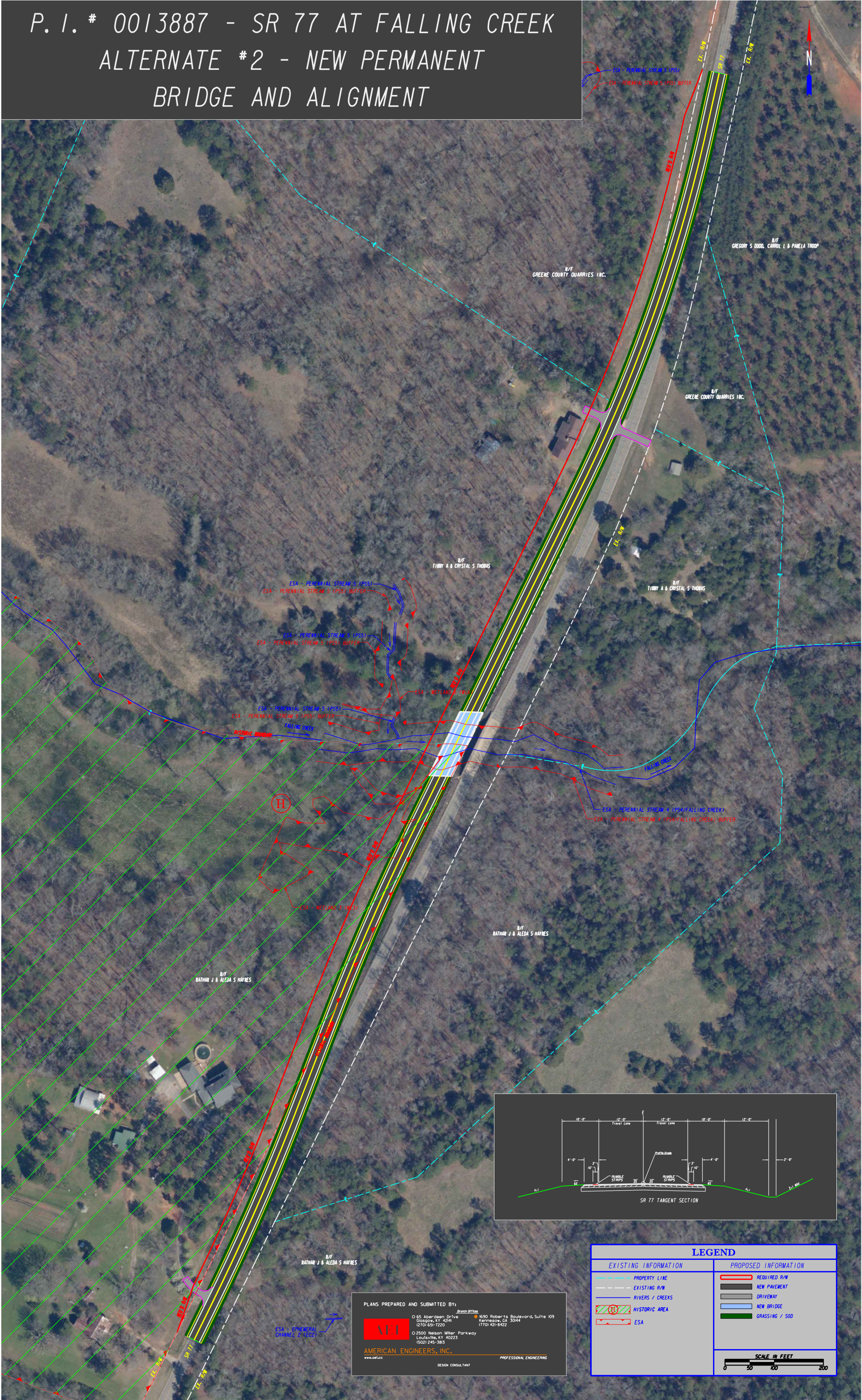
PLANS PREPARED AND SUBMITTED BY:

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O 2500 Nelson Miller Parkway  
Louisville, KY 40223  
(502) 245-3813

**Branch Office**  
O 830 Roberts Boulevard, Suite 109  
Kennesaw, GA 30144  
(770) 421-8422



P. I. # 0013887 - SR 77 AT FALLING CREEK  
ALTERNATE #2 - NEW PERMANENT  
BRIDGE AND ALIGNMENT



PLANS PREPARED AND SUBMITTED BY:

**AEI**

AMERICAN ENGINEERS, INC.

www.aeInc.com

DESIGN CONSULTANT

PROFESSIONAL ENGINEERING

Plans Office: 65 Aberdeen Drive, Glasgow, KY 42041, (502) 651-1220

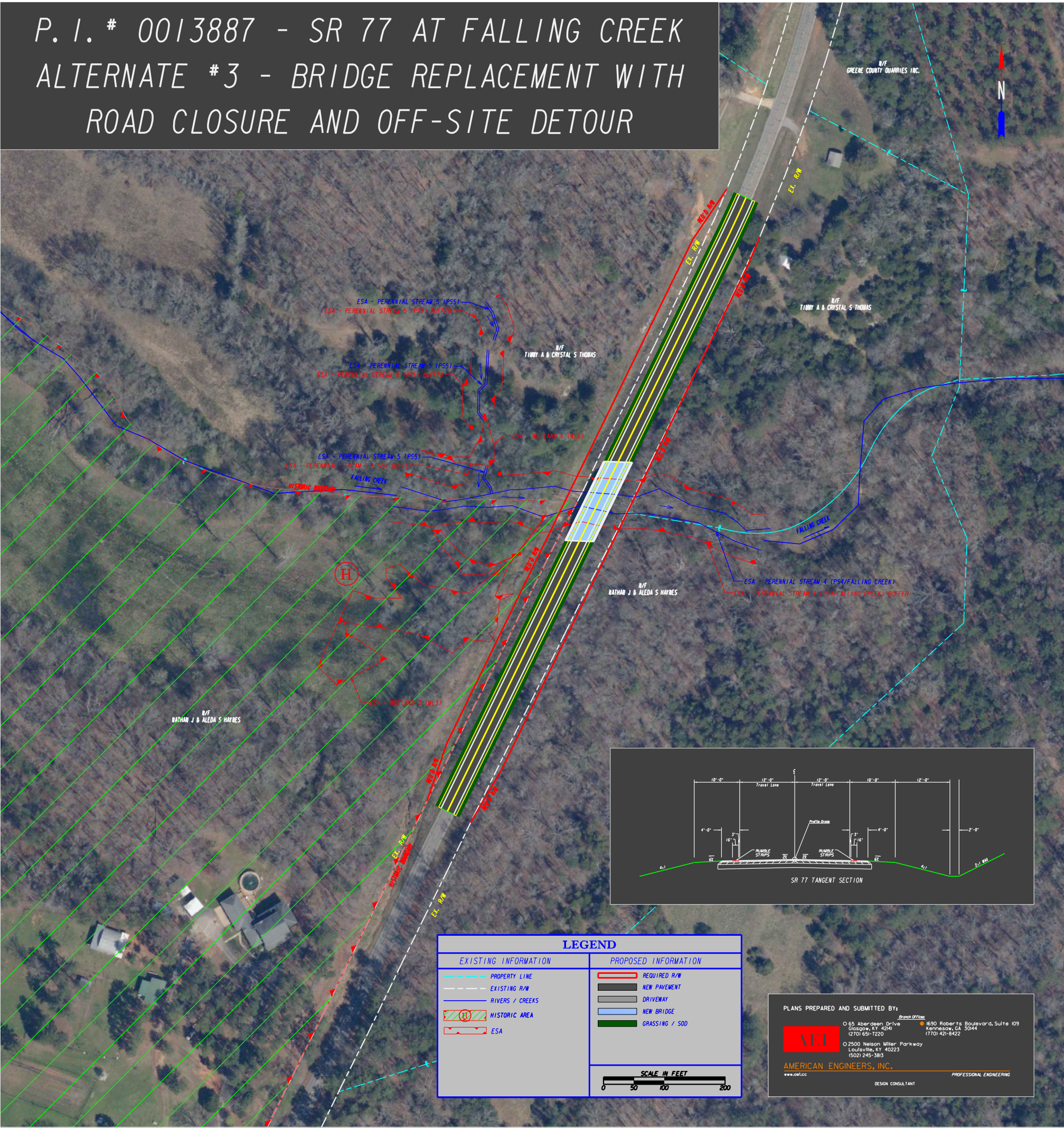
Kentucky Office: 1690 Roberts Boulevard, Suite 109, Kennesaw, GA 30144, (770) 421-0422

Missouri Office: 2500 Nelson Miller Parkway, Louisville, KY 40223, (502) 245-3813

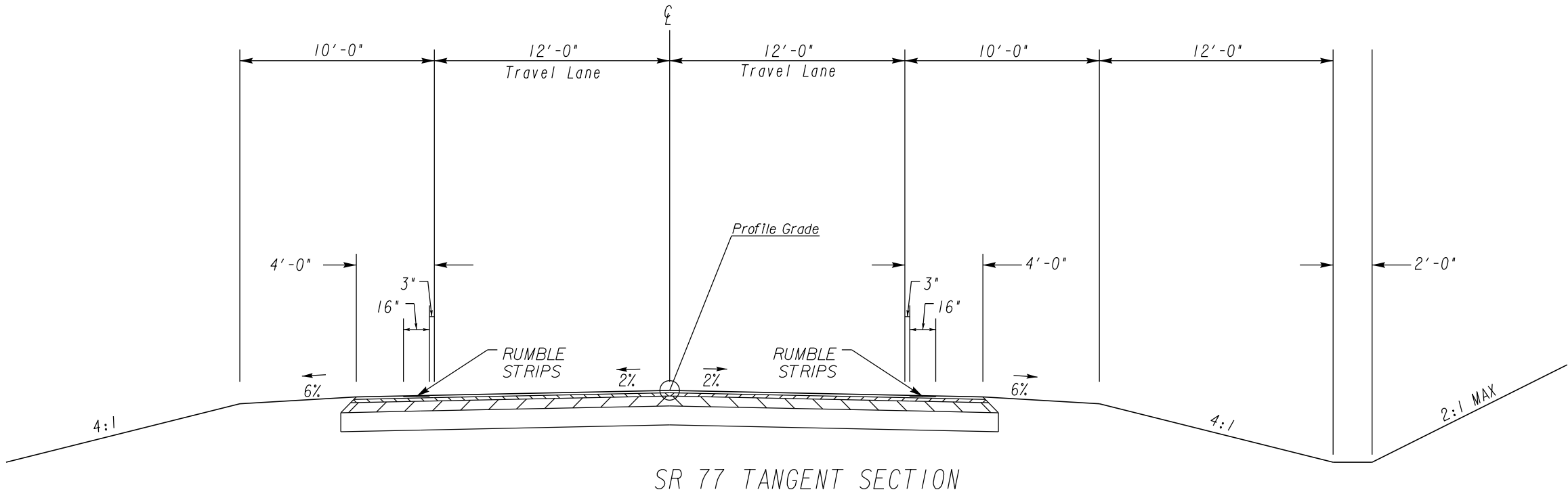
LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
PROPERTY LINE	REQUIRED R/W
EXISTING R/W	NEW PAVEMENT
RIVERS / CREEKS	DRIVEWAY
HISTORIC AREA	NEW BRIDGE
ESA	GRASS / SOD
SCALE IN FEET	

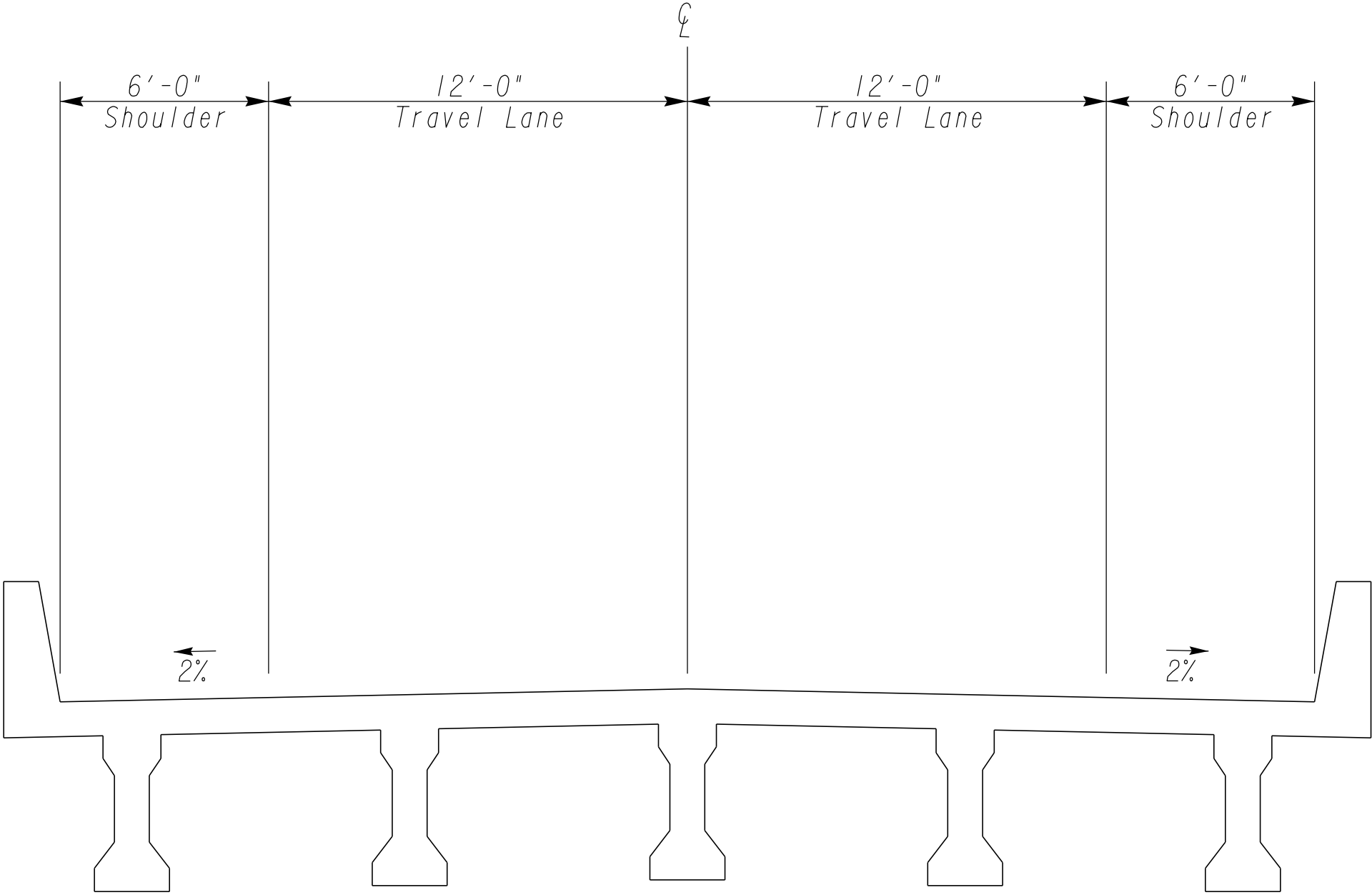


P. I. # 0013887 - SR 77 AT FALLING CREEK  
ALTERNATE #3 - BRIDGE REPLACEMENT WITH  
ROAD CLOSURE AND OFF-SITE DETOUR









BRIDGE SECTION

PLANS PREPARED AND SUBMITTED BY:

AEI

AMERICAN ENGINEERS, INC.

www.aei.co

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Duluth, GA 30091  
(404) 651-1220

O 2500 Nelson Miller Parkway  
Louisville, KY 40223  
(502) 245-3885

Branch Office

O 850 Roberts Boulevard, Suite 109  
Kennesaw, GA 30144  
(770) 421-9422

PROFESSIONAL ENGINEERING

DESIGN CONSULTANT

NOT TO SCALE

REVISION DATES


TYPICAL SECTIONS

SR 77 @ FALLING CREEK  
6.1 MI S OF ELBERTON

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

05-0002

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## ----- INTERDEPARTMENT CORRESPONDENCE

**FILE**    P.I. No.    0013887    **OFFICE**    Program Delivery

**PROJECT DESCRIPTION**

Bridge replacement at Falling Creek on SR 77 approximately 6.1 miles south of Elberton in Elbert County.

**DATE**    February 12, 2018

**From:**    American Engineers, Inc.

**To:**    Lisa L. Myers, State Project Review Engineer  
via Email Mailbox: [CostEstimatesandUpdates@dot.ga.gov](mailto:CostEstimatesandUpdates@dot.ga.gov)

**Subject: REVISIONS TO PROGRAMMED COSTS**

**MGMT LET DATE**    8/15/2020

**PROJECT MANAGER**    Jeff Henry

**MGMT ROW DATE**    10/4/2019

**PROGRAMMED COSTS (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION    \$    1,918,444.00

**DATE**   

RIGHT OF WAY    \$    250,000.00

**DATE**   

UTILITIES    \$   

**DATE**   

**REVISED COST ESTIMATES**

CONSTRUCTION\*    \$    2,815,944.76

RIGHT OF WAY    \$    162,000.00

UTILITIES    \$    110,000.00

\*Cost Contains    10 % Contingency

**REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:**

A contingency of 10% was used due to the complexity of the scope at the concept phase.

## CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$	2,389,745.10	Base Estimate From CES	
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$	119,487.26	Base Estimate (A) x	5 %
<b>C. CONTINGENCY:</b>	\$	250,923.24	Base Estimate (A) + E & I (B) x	10 %
			<a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>	
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$	55,789.17	Total From Liquid AC Spreadsheet	
<b>E. CONSTRUCTION TOTAL:</b>	\$	2,815,944.76	(A + B + C + D = E)	

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Rayle EMC	\$ 110,000.00
<b>TOTAL</b>	\$ 110,000.00

### ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From TRAQS  
Liquid AC Adjustment Spreadsheet

## Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

**COMPANY NAME:** American Engineers, Inc.

### VALIDATION OF FINAL QC/QA

**PRINTED NAME:** Tom Fravel

**TITLE:** Consultant Project Manager

**SIGNATURE:** Tom Fravel

**DATE:** 2/12/2018



# Attachment 3

PROJ. NO.	N/A
P.I. NO.	0013887
DATE	2/12/2018

CALL NO. 0/00/2016

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Feb-18	\$ 2.484
DIESEL		\$ 2.941
LIQUID AC		\$ 402.00

Link to AC Index:

<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

## LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

### Asphalt

Price Adjustment (PA)					54390.6	\$	54,390.60
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20			
Monthly Asphalt Cement Price month project let (APL)			\$	402.00			
Total Monthly Tonnage of asphalt cement (TMT)					225.5		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	900	5.0%	45
9.5 mm SP	10	5.0%	0.5
25 mm SP	2400	5.0%	120
19 mm SP	1200	5.0%	60
	4510		225.5

### BITUMINOUS TACK COAT

Price Adjustment (PA)					\$ 1,398.57	\$	1,398.57
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20			
Monthly Asphalt Cement Price month project let (APL)			\$	402.00			
Total Monthly Tonnage of asphalt cement (TMT)					5.798386245		

### Bitum Tack

Gals	gals/ton	tons
1350	232.8234	5.79838624

### BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20			
Monthly Asphalt Cement Price month project let (APL)			\$	402.00			
Total Monthly Tonnage of asphalt cement (TMT)					0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf. Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT	\$	55,789.17
----------------------------	----	-----------

## Attachment 3

0013887\_Job\_Detail\_Estimate\_02-12-2018  
STATE HIGHWAY AGENCY

DATE : 02/12/2018

PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0013887                      SPEC YEAR: 13  
DESCRIPTION: PREFERRED ALTERNATIVE SR 77 AT FALLING CREEK

ITEMS FOR JOB 0013887

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - MPOPD1701067-0013887	1.000	50000.00	50000.00
0010	150-5010		EA	TRAF CTRL,PORTABLE IMPACT ATTN	2.000	8092.53	16185.08
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	96440.75	96440.76
0020	163-0232		AC	TEMPORARY GRASSING	2.000	536.98	1073.97
0025	163-0240		TN	MULCH	75.000	244.29	18322.40
0030	163-0300		EA	CONSTRUCTION EXIT	2.000	1541.24	3082.49
0035	163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	20.000	401.87	8037.45
0040	163-0541		EA	CONSTR & REM ROCK FILTER DAMS	4.000	629.95	2519.84
0045	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	2000.000	0.95	1916.18
0050	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	200.000	9.06	1812.82
0055	165-0101		EA	MAINT OF CONST EXIT	2.000	634.56	1269.14
0060	165-0110		EA	MAINT OF ROCK FILTER DAM	2.000	294.21	588.43
0065	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	261.43	1045.74
0070	167-1500		MO	WATER QUALITY INSPECTIONS	18.000	623.66	11225.94
0075	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	4000.000	3.44	13766.56
0080	210-0100		LS	GRADING COMPLETE - MPOPD1701067-0013887	1.000	400000.00	400000.00
0085	310-1101		TN	GR AGGR BASE CRS, INCL MATL	7200.000	27.49	197988.84
0090	318-3000		TN	AGGR SURF CRS	25.000	30.42	760.56
0095	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	10.000	119.76	1197.64
0100	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	2400.000	83.03	199276.20
0105	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	900.000	100.13	90123.82
0110	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1200.000	84.66	101601.74
0115	413-0750		GL	TACK COAT	1350.000	3.00	4050.00
0120	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	270.000	12.21	3298.20
0125	433-1000		SY	REINF CONC APPROACH SLAB	250.000	188.72	47180.08
0130	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	100.000	53.87	5387.64
0135	441-0301		EA	CONC SPILLWAY, TP 1	2.000	2145.04	4290.10
0140	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	1.000	4537.93	4537.93
0145	540-1102		LS	REM OF EX BR, BR NO - EX. BRIDGE 1	1.000	193500.00	193500.00
0150	543-9000		LS	CONSTR OF BRIDGE COMPLETE - BRIDGE 1	1.000	740000.00	740000.00
0155	550-2240		LF	SIDE DR PIPE 24,H 1-10	50.000	48.73	2436.83
0160	550-4124		EA	FLARED END SECT 24 IN, SIDE DR	4.000	504.74	2018.99
0165	603-2024		SY	STN DUMPED RIP RAP, TP 1, 24	400.000	57.97	23191.89
0170	603-7000		SY	PLASTIC FILTER FABRIC	400.000	4.24	1699.39
0175	620-0100		LF	TEMP BARRIER, METHOD NO. 1	1000.000	33.57	33570.28

## Attachment 3

0013887_Job_Detail_Estimate_02-12-2018						
0180	632-0003	EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	11767.23	23534.46
0185	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	50.000	17.94	897.18
0190	636-1036	SF	HWY SGN,TP1MAT,REFL SH TP 11	100.000	22.00	2200.00
0195	636-2070	LF	GALV STEEL POSTS, TP 7	200.000	8.56	1712.15
0200	641-1100	LF	GUARDRAIL, TP T	100.000	74.89	7489.59
0205	641-1200	LF	GUARDRAIL, TP W	1000.000	20.31	20310.82
0210	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	970.20	1940.40
0215	641-5020	EA	GUARDRL, ANCHOR, TP 12B,31 IN, FLR, E/A	2.000	2750.00	5500.00
0220	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	500.000	1.97	985.57
0225	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	4500.000	0.68	3104.06
0230	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	4500.000	0.65	2949.66
0235	654-1001	EA	RAISED PVMT MARKERS TP 1	115.000	4.78	550.82
0240	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	360.000	7.91	2850.01
0245	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	360.000	7.51	2704.99
0250	700-6910	AC	PERMANENT GRASSING	4.000	1077.62	4310.52
0255	700-7000	TN	AGRICULTURAL LIME	8.000	156.54	1252.33
0260	700-8000	TN	FERTILIZER MIXED GRADE	4.000	652.22	2608.90
0265	700-8100	LB	FERTILIZER NITROGEN CONTENT	800.000	2.71	2170.21
0270	711-0100	SY	TURF REINFORCING MATTING, TP 1	2000.000	4.00	8000.00
0275	716-2000	SY	EROSION CONTROL MATS, SLOPES	10000.000	1.12	11276.50
-----						
ITEM TOTAL						2389745.08
INFLATED ITEM TOTAL						2389745.08
TOTALS FOR JOB 0013887						
-----						
ESTIMATED COST:						2389745.10
CONTINGENCY PERCENT ( 0.0 ):						0.00
ESTIMATED TOTAL:						2389745.10
-----						

Attachment 3  
GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 12/13/2017  
Revised:

Project: Bridge Reconstruction  
County: Elbert  
PI: 13887

Description: Bridge Reconstruction SR 77 @ Falling Creek  
Project Termini: Bridge Reconstruction SR 77 @ Falling Creek

Existing ROW: Varies

Parcels: 4

Required ROW: Varies

Land and Improvements \$59,512.50

Proximity Damage	\$5,000.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$17,500.00

Legal Services \$40,200.00

Relocation \$9,000.00

Demolition \$0.00

Administrative \$35,500.00

TOTAL ESTIMATED COSTS \$161,712.50

**TOTAL ESTIMATED COSTS (ROUNDED) \$162,000.00**

Preparation Credits	Hours	Signature

Prepared By:

*Valencia Cant*

CG#:

*12/13/17*

Approved By:

*Eric K. Murray*

CG#: *6545*

(DATE) *12/13/17*

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Attachment 3  
**RIGHT OF WAY COST ESTIMATE CHECKLIST**

Description: SR 77 at Falling Creek

PI No.: 0013887

County: Elbert

Project type: Bridge Reconstruction

Project length: 0.42 Miles

Project Phase: ☒ concept ☐ preliminary plans ☐ final plans

Typical section: ☐ urban ☒ rural ☐ both

Number of parcels: 4

Required right of way: 1.24 Measured in: ☒ Acres ☐ Sq. ft.

Permanent easement: 0.61 Measured in: ☒ Acres ☐ Sq. ft.

Driveway easement: 0.011 Measured in: ☒ Acres ☐ Sq. ft.

➤ Limited access: ☐ Yes ☒ No ☐ Both

- Length of limited access: N/A
- List limited access parcels: N/A

➤ Displacement (s): ☐ residential ☐ commercial

- Residential parcels affected: N/A
- Commercial parcels affected: N/A

➤ Parking spaces displaced: ☐ Yes ☒ No amount: N/A

- Residential parcels affected: N/A
- Commercial parcels affected: N/A

Billboards displaced: ☐ Yes ☒ No amount: N/A

**Attachments:**

- Preconstruction Status Report
- Concept layout

**Submit cost estimate request to: [RW-ConceptMtg\\_Est@dot.ga.gov](mailto:RW-ConceptMtg_Est@dot.ga.gov)**

November 2015



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

FILE

Project No:

Office:

GAINESVILLE

County        **Elbert**

Date:

**October 11, 2017**P.I.#         **0013887**Description:     *SR 77 @ Falling Creek 6.1 Miles South of Elberton*

FROM

Robby Oliver, District Utilities Manager

TO

Jeff Henry, Project Manager

SUBJECT

**PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted based on the latest available plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Rayle EMC	\$110,000.00	\$66,000.00	Site Visit / Available Drawings
Windstream Telephone		\$129,000.00	Site Visit / Available Drawings
Comcast CATV		\$39,600.00	Site Visit / Available Drawings
Total 100.00%	\$110,000.00	\$234,600.00	
Department Responsibility 100.00%	\$110,000.00		
Utility Owner Responsibility 0.00%		\$234,600.00	PFA Dated N/A with N/A

\*\* Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

Additional comments:

If additional information is needed, please contact Robby Oliver at 770-531-5772.

cc: Patrick Allen, State Utilities Administrator  
Yulonda Pride-Forster, State Utilities Preconstruction Manager  
Tom Fraver, Designer  
Brandon Kirby, District Preconstruction Engineer  
Roger Mealor, Area Manager  
File

# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** Elbert County **OFFICE** Planning  
P.I. # 0013887

**DATE** 10/26/2017

**FROM** Cynthia L. VanDyke, State Transportation Planning Administrator

**TO** Kimberly W. Nesbitt, State Program Delivery Administrator  
**Attention: Jeff Henry**

**SUBJECT** **Design Traffic Forecasts** for SR 77 @ FALLING CREEK 6.1 MI S OF ELBERTON

Traffic assignments for the above project are as follows:

### BRIDGE ID #105-0008-0

Build = No Build	2017 (Existing Year)	2021 (Base Year)	2023 (Base Year +2)	2041 (Design Year)	2043 (Design Year + 2)
AADT	1100	1150	1200	1550	1600
DHV (AM/PM)	70/100	75/110	80/110	105/145	105/150
K% (AM/PM)	6.5%/9.5%	Same as Existing Year			
D% (AM/PM)	60%/55%				
24 HR. T% - S.U.	8.5%				
24 HR. T% - COMB.	8.5%				
24 HR. T% - TOTAL	17.0%				
T% - S.U. (AM/PM)	16.5%/4.0%				
T% - COMB. (AM/PM)	14.5%/3.5%				
T% - TOTAL (AM/PM)	31.0%/7.5%				

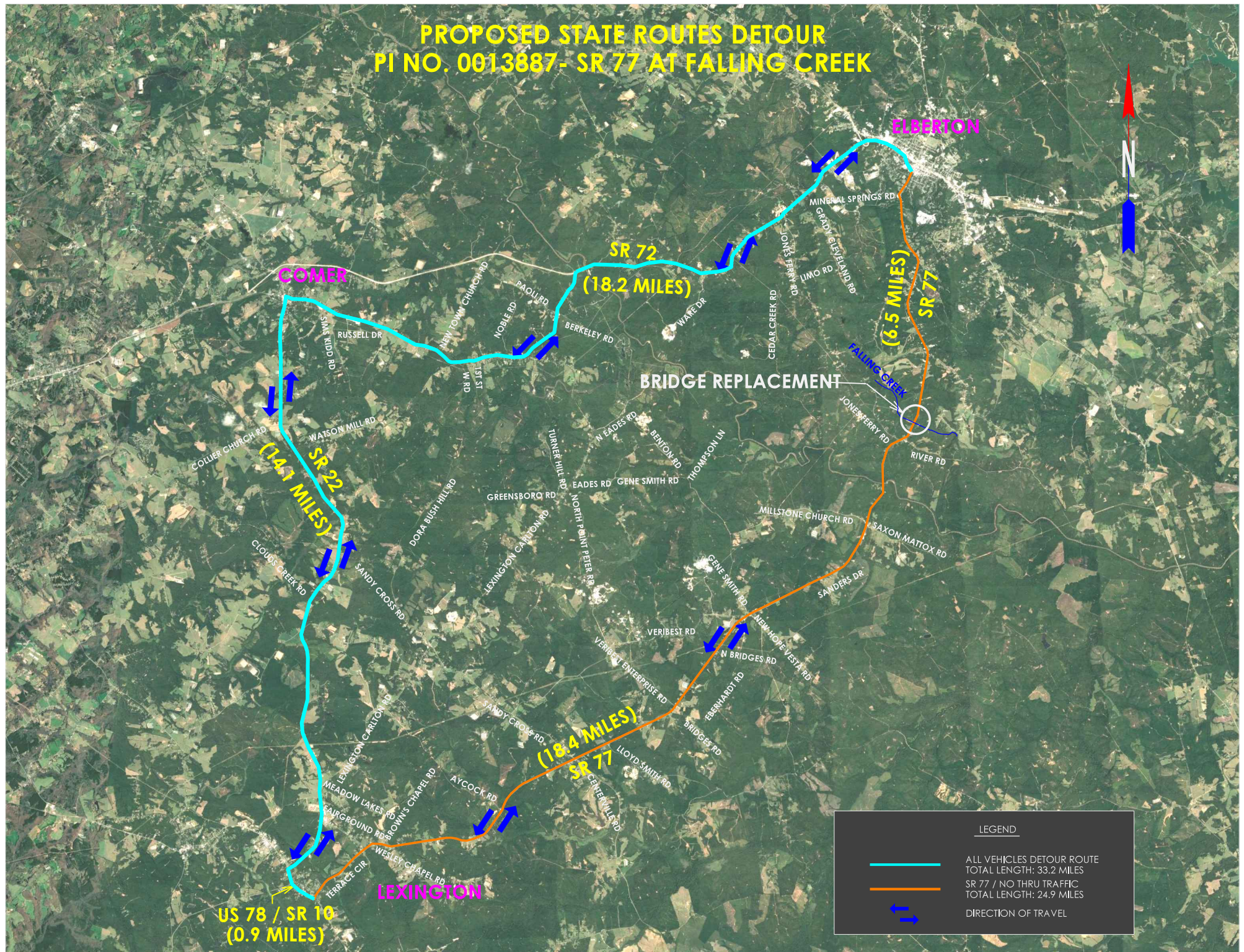
If you have any questions concerning this information please contact Rhonda Niles at 404-631-1924.

Nithin Gomez  
Gresham, Smith and Partners  
Design Traffic Review Consultant to GDOT  
678-478-3350

CLV/NMG

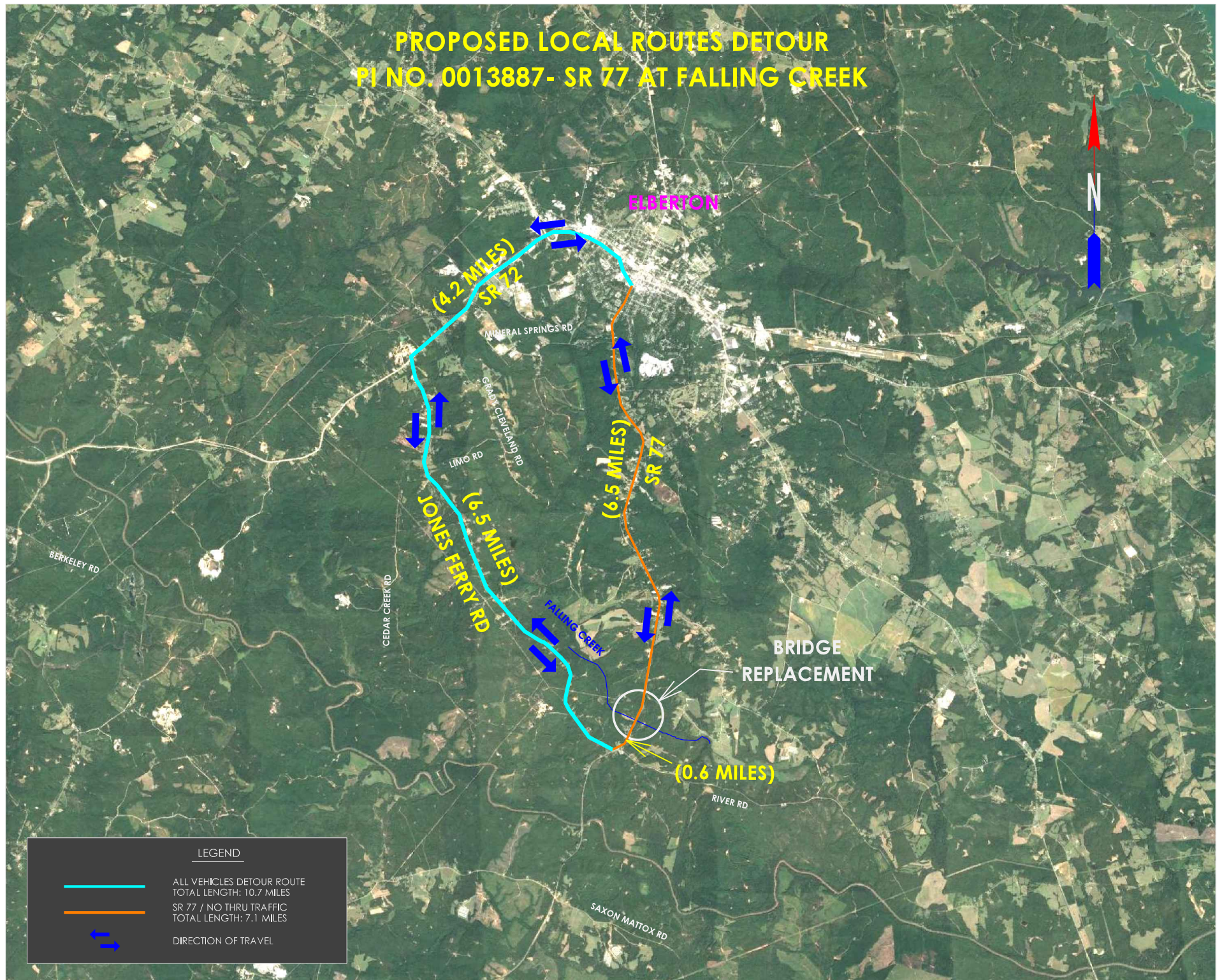


**PROPOSED STATE ROUTES DETOUR  
PI NO. 0013887- SR 77 AT FALLING CREEK**





# PROPOSED LOCAL ROUTES DETOUR PI NO. 0013887- SR 77 AT FALLING CREEK





## Attachment 6



**DATE:** December 7, 2017

**SUBJECT:** Concept Team Meeting, Multiple Projects

**PROJECTS:**

- PI 0013747 - SR 8 @ BEAVERDAM CREEK 1.7 MI E OF ROYSTON
- PI 0013808 - SR 106 @ NAILS CREEK 7 MI S OF CARNESVILLE
- PI 0013811 - SR 77 SPUR @ LITTLE COLDWATER CREEK 6.5 MI SE OF HARTWELL
- PI 0013812 - SR 77 SPUR @ CEDAR CREEK 7.5 MI SE OF HARTWELL
- PI 0013887 - SR 77 @ FALLING CREEK 6.1 MI S OF ELBERTON

**PLACE:** GDOT District 1 Office Main Conference Room  
2505 Athens Hwy SE, Gainesville, GA 30507

**ATTENDEES:**

<u>Name</u>	<u>Organization</u>
Jeff Henry	GDOT/AECOM
Shane Giles	GDOT D1 Traffic Operations
Harold Mull	GDOT D1
Butch Jones	GDOT D1 Utilities
Robert Simpson	GDOT AM
Justin Lott	GDOT D1 Design
Kim Coley	GDOT D1 Planning
Roger Mealor	GDOT State Const. Office
Lauren Falvery	GDOT Sr. Archaeologist (Via Call-in)
Amber Rhea	GDOT Sr. Architectural Historian (Via Call-in)
Clay Collins	GDOT Air & Noise Associate (Via Call-in)
Liza Wyand	GDOT NEPA Analyst (Via Call-in)
Carol Kalafut	GDOT Bridge Office (Via Call-in)
Tyler Sprayberry	GDOT Ecologist (Via Call-in)
Michael Margut	Atkins
Mark Grindstaff	Edwards-Pitman Environmental, Inc. (Via Call-in)
Carlos Azorra-Valdez	Gresham, Smith and Partners
Austin Williams	American Engineers, Inc. (AEI)
Tom Fravel	AEI
Unknown Name	AT&T (Via Call-in)

**DISTRIBUTED TO:** Attendees

**DISCUSSION:**

## Attachment 6

The Progress Meeting began at 9:00 am at GDOT District 1 Office. Important items discussed at the meetings are as follows:

### General Comments

- AEI indicated that the Design Team received early comments from Jeff Henry, Sean Pharr, and Derrick Cameron.
- Remove functionally obsolete from the project justification statement in the concept report.
- Keep the FEMA No item checked on all projects as all are located in a FEMA Zone A floodplain.
- Air & Noise Study could be Type I if distance from new bridge to a historic structure will be half or less of distance from the existing bridge.
- Show the State Route detour map and Local detour map in the concept report for the 3 Hart County Projects. Team further agreed to only show the State Route detour map at the Public Detour Meeting in February 2018.
- Add the Engineering Field Office pay item to the CES estimates.
- Use \$125 per square ft. for the bridge construction cost estimate.
- Use \$45 per square ft. for removal of the existing bridge.
- Only include the CES estimate for the preferred alternate in the Concept Report appendix.
- GDOT noted that significant vertical change in profile grade would warrant a noise study.

### PI 0013747, HART COUNTY

- Utility representative indicated a 12" PVC Water line is located along the northside of the project and was directionally drilled during placement of the water main.
- AT&T also indicated they have two lines along the southside.
- Team concurred this project should include Level B SUE to be added to Task Order #2.
- Remove Low Impact from the other Project in the area section. Team also was instructed to add CR 152 Bridge Replacement over Pruitt Creek, PI 0014174, to the list of projects in the area.
- Add Harty County Water & Sewer to the Utility Involvement list.
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Team agreed to check Yes to the SUE required on this project due to the water & AT&T facilities.
- Adjust the Archaeology statement to remove that a desktop survey was completed. GDOT indicated previous recorded archaeological site is within project corridor.
- On the Party Responsibility Chart, GDOT desires to add Contractor next to the Utility Owners along the Utility Relocation (Construction) row.
- Show right-of-way lines on Alternate #2.

## Attachment 6

- GDOT suggested adding 12-ft. for the front slope on the roadway typical section.
- Add a bridge typical section to the concept report and that the 8-ft. shoulder width across the bridge is correct.

### PI 0013811, HART COUNTY

- GDOT mentioned to keep proposed ditch within right-of-way. Under right-of-way section, modify the proposed right-of-way width to varies (60-ft. to 100-ft.) and check YES for required right-of-way anticipated.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- GDOT suggested adding 12-ft. for the front slope on the roadway typical section and narrow the ditch to 2-ft.
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Need to add the cemetery in Archaeology section.
- GDOT noted to include the stone chimney house under history.

### PI 0013812, HART COUNTY

- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- Archaeology section is correct as written on the project.
- GDOT suggested using an 8-ft. shoulder, 10-ft. front slope, and narrow the ditch to 2-ft. for the roadway typical section. Team agreed to keep the 4-ft. paved shoulder.

### PI 0013808, FRANKLIN COUNTY

- Change City of Carnesville Gas to City of Royston.
- Change City of Carnesville Water to Franklin County Water.
- Change Georgia Power to Hart EMC.
- Add AT&T to utility involvement list.
- Review team indicated the preferred alternate will likely required relocation of 14 Hart EMC poles.
- Under right-of-way section, modify the proposed right-of-way width to varies (60-ft. to 100-ft.).
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- On the Party Responsibility Chart, GDOT desires to add Contractor next to the Utility Owners along the Utility Relocation (Construction) row.
- Under alternates considered, need to modify to indicate the roadway horizontal geometric issues with the existing curves.

## Attachment 6

- Need to change number of parcels from 10 to 6 under the preferred alternate discussion.
- GDOT indicated that Cromers Bridge Road will need to be closed during construction and that temporary pavement would be required at each tie-in approach for the preferred alternate. The temporary pavement could impact a historic resource.
- Team requested that AEI verify Cromers Bridge Road sight distance during the design.
- GDOT suggested adding 12-ft. for the front slope on the roadway typical section and narrow the ditch to 2-ft.
- Bridge office desires to further investigate the preferred alternate due to cost.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.

### PI 0013887, ELBERT COUNTY

- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Leave the Archaeology has not been completed yet and remove the rest of the statements.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- AEI will add an alternate 3 in the concept report for an off-site detour. Based on measurements by Jeff Henry in Google Maps, the state route detour would be 33 miles total length while the through route on SR 77 is 25 miles. Net additional length of detour route on state routes = 8 miles.

The meeting was adjourned at about 2:00 pm.

The above represents our understanding of the items discussed. Please notify us as soon as possible if you have any comments or questions.

Meeting Minutes By:  
American Engineers, Inc.





Processed Date:9/12/2016

## Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:105-0008-0

Elbert

SUFF. RATING: 49.70

## Location &amp; Geography

**Structure ID:** 105-0008-0  
 200 Bridge Information: 06  
 \*6A Feature Int: FALLING CREEK  
 \*6B Critical Bridge:  
 \*7A Route No Carried: SR00077  
 \*7B Facility Carried: SR 77  
 9 Location: 6.1 MI S OF ELBERTON  
 2 Dot District: 4841100000 - D1 DISTRICT ONE GAINESVILLE  
 207 Year Photo: 2012  
 \*91 Inspection Frequency: 24 Date: 12/09/2014  
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901  
 92B Underwater Insp Freq: 00 Date: 02/01/1901  
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901  
 \* 4 Place Code: 00000  
 \*5 Inventory Route(O/U): 1  
 Type: 3 - State  
 Designation: 1- Mainline  
 Number: 00077  
 Direction: 0. Not applicable  
 \*16 Latitude: 34.0000- 1.2882 HMMS Prefix:SR  
 \*17 Longitude: 82.0000- 52.2912 HMMS Suffix:00  
 MP: 1.81  
 98 Border Bridge: % Shared:00  
 99 ID Number: 0000000000000000  
 \*100 STRAHNET: 0- The Feature is not a STRAHNET route.  
 12 Base Highway Network: 1  
 13A LRS Inventory Route: 1051007700  
 13B Sub Inventory Route: 0.00  
 \*101 Parallel Structure: N. No parallel structure exists  
 \*102 Direction of Traffic: 2- Two Way  
 \*264 Road Inventory Mile Post: 001.82  
 \*208 Inspection Area: Area 01 Initials: JBC  
 Engineer's Initials: gmc  
 \* Location ID No: 105-00077D-001.81N

\*104 Highway System: 0- Inventory Route is not on the NHS  
 \*26 Functional Classification: 6- Rural - Minor Arterial  
 \*204 Federal Route Type: F - Primary. No: 01721  
 105 Federal Lands Highway: 0. Not applicable  
 \*110 Truck Route: 0  
 206 School Bus Route: 1  
 217 Benchmark Elevation: 0000.00  
 218 Datum: 0- Not Applicable  
 \*19 Bypass Length: 3  
 \*20 Toll: 3- On a Free Road or Non-Highway  
 \*21 Maintenance: 01-State Highway Agency.  
 \*22 Owner: 01-State Highway Agency.  
 \*31 Design Load: 2- H 15  
 37 Historical Significance: 5- Not eligible for the National Register of Historic Places  
 205 Congressional District: 010  
 27 Year Constructed: 1948  
 106 Year Reconstructed: 0  
 33 Bridge Median: 0-None  
 34 Skew: 0  
 35 Structure Flared: No  
 38 Navigation Control: 0- Navigation is not controlled by an Agency  
 213 Special Steel Design: 0- Not applicable or other  
 267 Type of Paint: 5- Waterborne System (Type VI or VII)  
 \*42 Type of Service On: 1-Highway  
 Type of Service Under: 5-Waterway  
 214 Movable Bridge: 0  
 203 Type Bridge: 0 - Multip - N. Steel-Co M. Steel - O. Concrete  
 259 Pile Encasement 3  
 \*43 Structure Type Main: 3-Steel 2-Stringer/Multi-Beam or Girder  
 45 No.Spans Main: 3  
 44 Structure Type Appr: 0- Other 0- Other  
 46 No Spans Appr: 0 Vert: 1.00  
 226 Bridge Curve Horiz 0 Vert: 1.00  
 111 Pier Protection N - Navigation Control item coded 0, or Feature not a waterway  
 107 Deck Structure Type:  
 108 Wearing Structure Type:  
 Membrane Type:  
 Deck Protection:

## Signs &amp; Attachments

225 Expansion Joint Type: 02- Open or sealed concrete joint (silicone sealant)  
 242 Deck Drains: 1- Open Scuppers.  
 243 Parapet Location: 0- None present.  
 Height: 0.00  
 Width: 0.00  
 238 Curb Height: 1  
 Curb Material: 1- Concrete.  
 239 Handrail 1- Concrete. 1- Concrete.  
 \*240 Median Barrier Rail: 0- None.  
 241 Bridge Median Height: 0  
 \* Bridge Median Width: 0  
 230 Guardrail Loc. Dir. Rear: 3- Both sides.  
 Fwd: 3- Both sides.  
 Oppo. Dir. Rear: 0- None.  
 Oppo. Fwd: 0- None.  
 244 Approach Slab 0- None.  
 224 Retaining Wall: 0- None.  
 233 Posted Speed Limit: 55  
 236 Warning Sign: 1.00  
 234 Delineator: 1.00  
 235 Hazard Boards: 1  
 237 Utilities Gas: 00- Not Applicable  
 Water: 00- Not Applicable  
 Electric: 00- Not Applicable  
 Telephone: 00- Not Applicable  
 Sewer: 00- Not Applicable  
 247 Lighting Street: 0  
 Navigation: 0  
 Aerial: 0- Not :  
 \*248 County Continuity No.: 00



Processed Date:9/12/2016

## Bridge Inventory Data Listing

Parameters: Bridge Serial Num

## Structure ID:105-0008-0

Programming Data			Measurements:					
201 Project No:	S-335 (1)		*29 ADT	1020	Year:2011	65 Inventory Rating Method:	1-Load Factor (LF)	
202 Plans Available:	4- Plans in Infolmage.		109 %Trucks:	13		63 Operating Rating Method:	1-Load Factor (LF)	
249 Prop Proj No:	BRST-172-1 (11)		* 28 Lanes On:	2	Under:0	66 Inventory Type:	2 - HS loading. Rating: 16	
250 Approval Status:	0000		210 No. Tracks On:	00	Under:00	64 Operating Type:	2 - HS loading. Rating: 28	
251 PI Number:	0013887		* 48 Max. Span Length	47		231Calculated Loads:		
252 Contract Date:	02/01/2008		* 49 Structure Length:	141		H-Modified:	21	1
260 Seismic No:	00000		51 Br. Rwdy. Width	23.70		HS-Modified:	28	1
75 Type Work:	34- Widening	1- Work to be done by contract	52 Deck Width:	29.70		Type 3:	27	1
94 Bridge Imp. Cost:	with deck \$551		* 47 Tot. Horiz. Cl:	24		Type 3s2:	37	1
95 Roadway Imp. Cost:	\$55		50 Curb / Sidewalk Width	2.00	/ 2.00	Timber:	32	1
96 Total Imp Cost:	\$826		32 Approach Rdwy. Width	24		Piggyback:	40	0
76 Imp Length:	1461		*229 Shoulder Width:			261 H Inventory Rating:	15	
97 Imp Year:	2013		Rear Lt:	4.50	Type:8 - Rt:5	262 H Operating Rating	24	
114 Fureur ADT:	1530	Year:2031	Fwd. Lt:	4.80	Type:8 - Grass Rt:4	67 Structural Evaluation:	4	
Hydraulic Data			Pavement Width:			58 Deck Condition:	5 - Fair Condition	
215Waterway Data:			Rear:	23.80	Type: 2- Asphalt.	59 Superstructure Condition:	6 - Satisfactory Condition	
High Water Elev:	0000.0	Year:1900		24.10	Type: 2- Asphalt.	* 227 Collision Damage:		
Flood Elev:	0000.0	Freq:00	Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	6 - Satisfactory Condition	
Avg Streambed Elev:	0000.0		36Safety Features Br. Rail:	2- Inspected feature meets acceptable construction date standards.		60B Scour Condition:	6 - Satisfactory Condition	
Drainage Area:	00018		Transition:	2- Inspected feature meets acceptable construction date standards.		60C Underwater Condition	N - Not Applicable	
Area of Opening:	001650		App. G. Rail:	2- Inspected feature meets acceptable construction date standards.		71 Waterway Adequacy:	9-Superior to present desirable criteria.	
113 Scour Critical	U. No Load Rating; no scour critical data entered.		App. Rail End:	2- Inspected feature meets acceptable construction date standards.		61 Channel Protection Cond.:	6	
216 Water Depth:	00.6	Br.Height:26.0	53 Minimum Cl. Over:	99'99"		68 Deck Geometry:	3	
222 Slope Protection:	1		Under:	N- Feature not a highway or railroad.	0.00'0.00"	69 UnderClr. Horz/Vert:	N	
221Spur Dikes Rear	0	Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	7-Between 8 and 6	
219 Fender System	0- None.		Act. Odm Dir:.	99 ' 99"		62 Culvert:	N - Not Applicable	
220 Dolphin:			Oppo. Dir:	99' 99"		Posting Data		
223 Culvert Cover:	000		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	3. 10 - 19.9% below	
Type:	0- Not Applicable		Oppo. Dir:	00'00 "		41 Struct Open, Posted, CL:	P. Posted for load	
No. Barrels:	0		55 Lateral Undercl. Rt:	N- Feature not a highway or railroad.	0.00	* 103 Temporary Structure:	0	
Width:	0.00	Height:0	56 Lateral Undercl. Lt:	0.00		232 Posted Loads		
Length:	0	Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	21	
*265 U/W Insp. Area	0	Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0		HS-Modified:	28	
*Location ID No:	105-00077D-001.81N		116 Nav Vert Cl Closed:	000		Type 3:	27	
			245 Deck Thickness Main	6.00		Type 3s2:	37	
			Deck Thick Approach:	0.00		Timber:	32	
			246 Overlay Thickness:	0.00		Piggyback	00	
			212 Year Last Painted:	Sup:1998 Sub:0000		253 Notification Date:	02/01/1901	
						258 Fed Notify Date:	02/01/1901	